

Amendments To The Specification:

In the specification please amend paragraph [00027], as follows:

Figure 3 shows ~~two a flow diagrams~~ diagram for illustrating the inventive method;

Figure 4 shows a flow diagrams for illustrating the inventive method.

In the Specification, please amend paragraph [00043] as follows:

~~Figure~~ Figures 3 and 4 shows show two flow diagrams illustrating the inventive method for adapting the system parameters of flow cross-section, absorption behavior and injection quantity. The adaptation is carried out with the aid of the measured intake manifold pressure and the lambda value of the exhaust gas flowing out of the combustion chamber 3. The adaptation method is implemented as soon as the internal combustion engine is started. Essentially, two adaptations, namely the adaptation of the injection quantity and the adaptation of the flow cross-section and/or of the absorption behavior, proceed in parallel. The adaptations can also be carried out in succession one after the other.

In the Specification, please amend paragraph [00044] as follows:

Figure 3 shows ~~two flow diagrams. The first a~~ flow diagram shows for the regularly running adaptation of the injection quantity in accordance with the lambda value determined in the exhaust pipe 7. After the internal combustion engine has been started in a step S1, a ratio of the air/fuel mixture is calculated initially for example from the rotational speed of the internal combustion engine and from the air mass flow which is to be let into the combustion chamber 3 in order to achieve the desired operating state of the internal combustion engine (step S2). Ideally, the air/fuel ratio is essentially balanced so that the air/fuel mixture is neither too rich nor too lean. If the lambda probe 13 determines in a step S3 that the mixture is richer than previously calculated, then an adaptation value for the injection quantity is reduced (step S5) so that the quantity of fuel to be injected is reduced. This can take place gradually, i.e. in accordance with a fixed increment or by means of the parameter measured by the lambda probe 13.

In the Specification, please amend paragraph [00046] as follows:

~~The second flow diagram in Figure 3~~ 4 shows the adaptation of the flow cross-section or of the absorption behavior of the internal combustion engine according to the invention. The sequence of the ~~second~~ Figure 4 flow diagram runs essentially in parallel with the sequence of the ~~first~~ Figure 3 flow diagram.

In the Specification, please amend paragraph [00048] as follows:

The lambda adaptation according to ~~the first flow diagram in Figure 3~~ then reduces the injection quantity in order to obtain the desired air/fuel ratio.